

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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REPORT

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This is UNEVALUATED Information

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

1. At 0900 hours GMT on 3 August, [redacted] nine naval vessels were lying along the quay at the naval station on Solombala. Vessels [redacted] were about 90 feet long, flush-decked, with raked bows, a gun in a shield on the foredeck, and a cabin at the after end of the bridge structure. Atop the cabin, on a few of these vessels, there was an antenna consisting of four parallel, horizontal rods. Each vessel had a mast with a yard for attaching antennas and other things and a small dome at the truck, a direction finder antenna, a funnel with a support for an antenna at the after edge, a twin-machine gun mount on each side, two identical automatic guns with long thin barrels on the centerline, and a rail and depth charges at the stern. One of the after guns on one of the vessels was being cleaned by two men who were sitting on fixed chairs on each side of the gun. [redacted]

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The vessels

had an almost perpendicular bow, no equipment on the forecastle, a bridge with a signal mast and a frame for fastening antenna, two twin-machine gun mounts on the after portion of the bridge structure, a high frame of about one inch steel rods for fastening antenna, a break in the deck, one funnel, and depth charges on the stern.

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lay inshore. A small special purpose vessel was observed at the same time and place. It was shorter than the nine vessels just described, and had a wooden hull, a forecabin with a mast, a large deckhouse with a funnel at the after edge, and a transom stern. It flew no flag. A large object on the foredeck

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and a similar one on the afterdeck projected up as high as the deck of the bridge; the upper portion was round; the objects were covered with canvas which hung loosely and was drawn somewhat together at the bottom.

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2. At about 0400 hours GMT on 16 August, a large naval vessel was on a southerly course at a speed of about 20 knots, about 50 nautical miles east of North Cape. It had a raised forecastle, two funnels, and a long, low stern. At about 0500 hours, two medium large naval vessels were on a southeasterly course about 60 nautical miles east of North Cape. The two vessels were alike [redacted]
- They were about 300 feet long and had a raised forecastle, one gun on the foredeck, one funnel, and two guns on the afterdeck. On the morning of 16 August, about 20 naval vessels similar to each other, were near Chizhov Island. They had a steel hull, a high bow but no break to the maindeck, a large stock anchor in the bow, one gun on the foredeck, a bridge with a signal mast at the after edge, a funnel on the engine housing, and one gun on the afterdeck. (See Sketch No. 4) Between 1000 and 1100 hours GMT on 26 August, an undetermined number of small naval vessels were near Kuyskiy Point, in the Severnaya Dvina Gulf. Of these, two small submarines and a small naval vessel [redacted]

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[redacted] lay very close to land. Farther out lay two small naval vessels of the same class. At 0800 hours GMT on 30 August, two similar medium large naval vessels were outside the mouth of the Kola Inlet. They had a long forecastle with a gun mount, a bridge, a break in the deck at the after edge of the bridge, a tripod foremast at the break, the forward funnel about as high as the bridge immediately abaft the mast, a small tripod mast at the forward edge of the after funnel, the after funnel like the forward one, and a deckhouse on the afterdeck. At 0700 hours GMT on 31 August, two similar submarines were on the surface, about five nautical miles north of Cape Terskiy Orlov. They were on a northerly course at a speed of 14 or 15 knots. They had comparatively large streamlined profiles [redacted]

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There was a door on the port side of the conning tower. The height of the conning tower was about one and one-half times the height of a man; the forward portion of the vessel was about three times the length of the conning tower; the after portion of the vessel was a little longer. A gun was mounted on the afterdeck. (See Sketch No. 5). On several occasions an undetermined number of small naval vessels were observed inward and outward bound in the main channel of the Severnaya Dvina River off Port Ekonomiya. [redacted]

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They were flushdecked, about 130 feet long, with a long slender hull and low freeboard. There was one gun in a shield on the foredeck, a twin antiaircraft gun mounted between the first gun and the bridge, a closed bridge with a canvas protected topdeck, a radar atop the bridge, a signal mast at the after edge of the bridge, an antenna extending from the mast to a staff at the after edge of the funnel, a low, broad funnel encompassed by a ring, a twin antiaircraft gun mounted on each side of the funnel, two guns in shields in line on the centerline on the afterdeck, and a round, pointed stern which went straight down to the waterline. (See Sketch No. 6)

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3. Two floating docks lay side by side at Krasnaya Kuznitsa. In one lay two vessels like the six described in paragraph 1, and in the other, two like the other nine therein described. On the right river bank, just above item 136 on the German city map, there was a small shipyard. Six steel vessels, 12 to 16 meters long, were under construction there. They had a long metal frame on the deck with a pilot house in the forward portion, a hatchway aft, and two screws. (See Sketch No. 7) At the first turn which the Severnaya Dvina makes below Arkhangelsk, square D VIII on the German city map, there were signs which read "anchoring forbidden." [redacted] a cable went under the river there. The last ferry from Arkhangelsk to Keg Island left at 0040 hours. On the side of the river opposite Port Ekonomiya, there was a quay built of old planks and boards piled on top of each other. There was space for one ship at the quay. The depth along it was eight feet; about 30 feet out from the quay, the depth was 22 feet. The uppermost portion of the quay at Sawmill 16/17 was undergoing improvement. Huge loads of stone were being driven down to the quay. Three unmounted cranes were sitting on the quay. It was dredged at the quay at Sawmill 5/7 and the depth along the quay was about 22 feet six inches. Large quantities of brick were lying on the quay and were being loaded on barges. A large, relatively new floating crane was being towed down the Severnaya Dvina. The towline parted in the Severnaya Dvina Gulf and the crane went aground near Severnaya Dvina Lightship. According to the pilot, it was bound for the Kara Sea. The crane was mounted on a barge approximately 100 feet long with a high freeboard and long engine housing. The crane chassis was forward and was approximately ten feet high; it was on a platform which could slew 360 degrees. The crane jib lay in a lowered position abaft and over the engine housing. The block of the crane projected slightly out from the stern of the barge. There was a rating plate on it indicating a capacity of 20 tons but the crane seemed to be designed for more. There was a large unattached grab lying on the afterdeck of the barge.
4. A large railway ferry, two ocean-going tugs, and a minesweeper lay at the naval quay on Solombala. The minesweeper was about 70 meters long, with a raked bow. A large cable drum was brought aboard the sweeper. The job was done by one of the tugs which was equipped with a boom. A similar cable drum remained on the quay. On the quay also lay about fifty 30--meter long containers. The containers were rounded along one side and edged along the other. (See Sketch No. 8) The large building south of item 193 on the German city map (square E XII) was a naval barracks. The space between the building and the road was used for drill. The drill was always led by an officer with four stripes on his sleeve and gold on his cap visor. The enlisted men were probably raw recruits; they performed drill very poorly. The new bridge between Solombala and Arkhangelsk was to be put into use very shortly. It was said that there would be a double trolley track on it. The traffic under the bridge did not go under the center span but under the span nearest the Arkhangelsk side. Passage lights had been installed there. The clearance was about 30 feet. Severnaya Dvina Lightship was not in position on 4 September. It was said that it had gone in to bunker. Along the coast north of the mouth of the Severnaya Dvina, there were high towers on the high ground in from the coast. They looked like steel constructions. There was about 20 nautical miles' distance between towers.
5. On 3 August, two twin-engine planes resembling DC-3's and several single-engine biplanes were on Kegostrov airfield. There were frequent parachute--jumping exercises over the airfield. Biplanes were used for this. Usually

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only one man jumped from each plane but on one occasion, two jumped simultaneously. All the jumpers used two parachutes which unfolded one right after the other and hung at about the same height. It was noticed that the edges of the parachutes were in a large arc between the guys and were not taut as on the chutes [redacted] seen in Western Europe. (See Sketch No. 9.) [redacted]

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All the jumpers had two chutes, one in front and one in back. The military personnel who travelled on the ferry between Arkhangelsk and Keg Ostrov had three kinds of uniforms: 1.) A light brown uniform with epaulettes in another shade of brown; cap insignia consisting of a pair of wings with a hammer and sickle, not on red field, in the center; 2.) A black uniform with wings on the chest, and sometimes two thin gold stripes on the sleeve; and, 3.) Fatigues with a propeller on the sleeve. The persons in the brown uniforms generally seemed younger and more cultivated in their behavior than those in the black uniforms. At 1350 hours GMT on 3 August, a twin-engine jet plane passed the airfield on an easterly course. It had a disproportionately long nose, underslung wings with a straight forward edge and a curved rear edge, and engines built into the wings. Both the engines and the fuselage extended below the wings in a flat arc. The plane was flying quite high but not so high that there were condensation trails. (See Sketch No. 10.) Small single-engine jet planes with a relatively long nose and sharply swept-back wings were often over Arkhangelsk. [redacted]

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(See Sketch No. 11.)

6. A large twin-engine flying boat was observed over Port Ekonomiya. It had high-set, gull wings. The engines looked like they were sitting on top of the wings. A twin gun was mounted in the nose and in the tail and a similar gun was mounted in a dome atop the fuselage abaft the wings. The plane was dark gray, almost black. (See Sketch No. 12.) Seven or eight planes, including several twin-engine passenger planes, were observed parked at Kegostrov Airfield. No permanently surfaced runways or parking areas were observed. At about 0900 hours GMT on 2 September, a plane was observed a little west of Svyatoy Nos. It came out from land, circled around [redacted] ship a couple of times, and then flew in toward land again. It was a [redacted] plane with two piston engines, its wheels retracted, and was dark gray in color with one red star on the fuselage.

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7. The commission consisted of two officers, three soldiers, a woman doctor, and a woman representative for the harbor office. The inspection was more thorough than previously this year. The crew was mustered on deck while hatches, forepeak, afterpeak, and engine room were searched. The radio transmitter and all cameras were sealed. [redacted]

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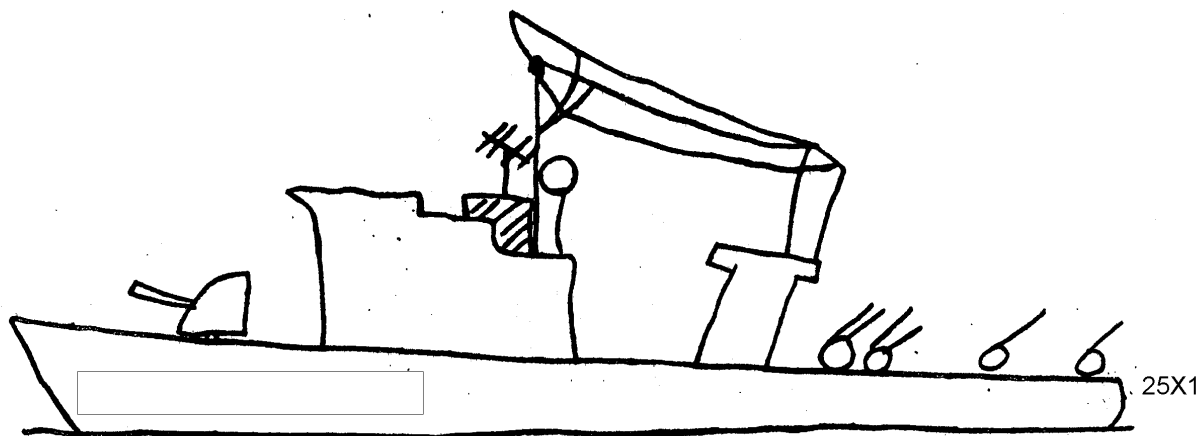
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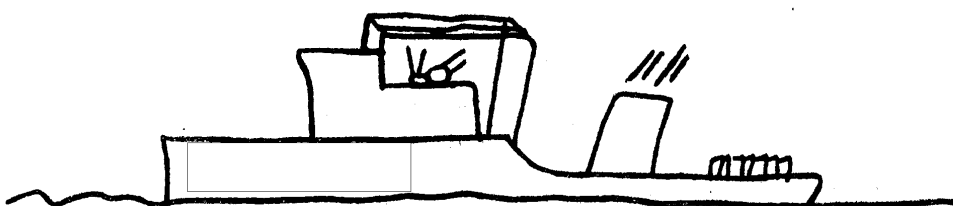
Sketch No. 1:

Vessels at Solombala:



Sketch No. 2:

Vessels at Solombala:



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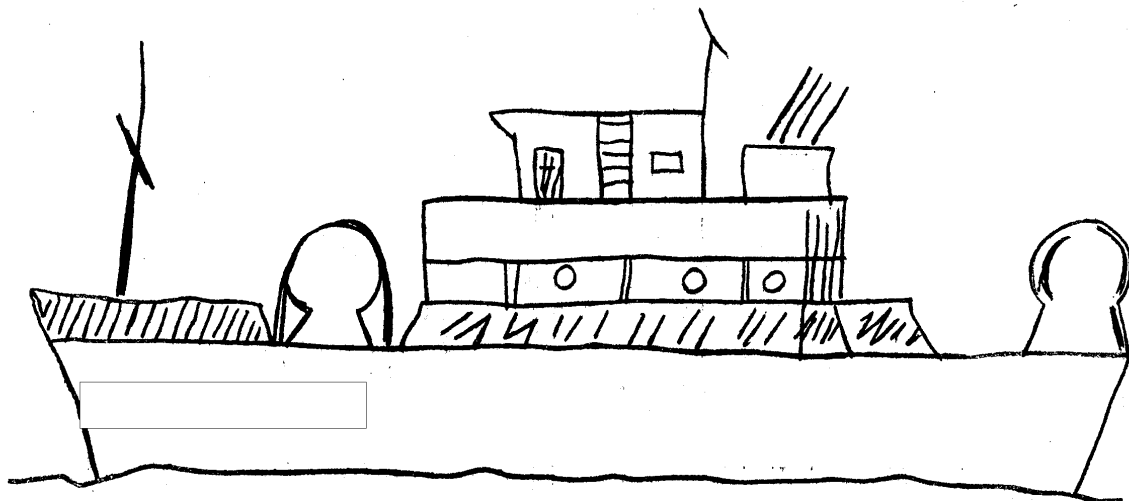
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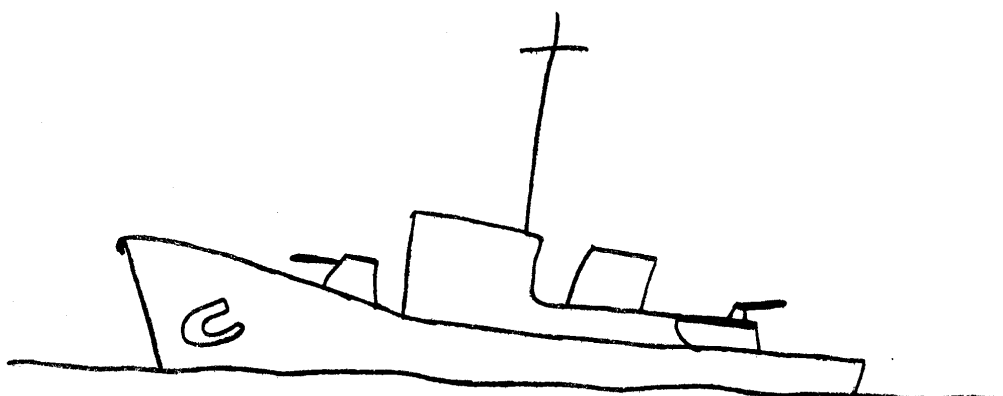
Special Purpose Vessel at Solombala:



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Sketch No. 4:

Vessels off Chizhov Island:



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Sketch No. 5:

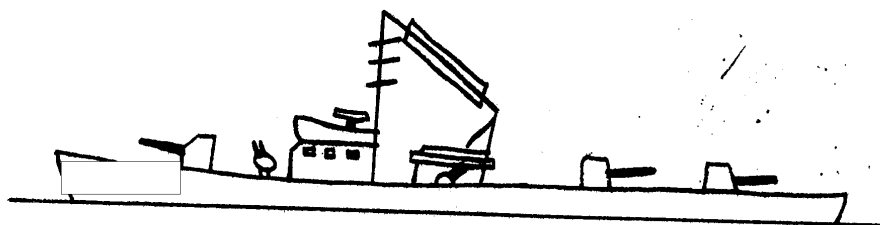
Submarine off Cape Terskiy Orlov:



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Sketch No. 6:

Vessels Entering and Leaving Port Ekonomiya:

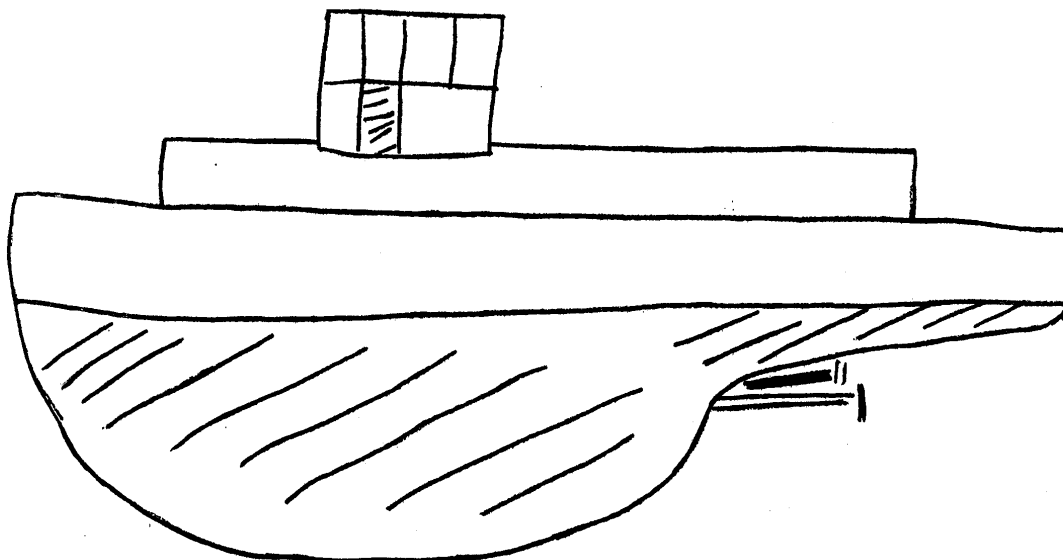


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Sketch No. 7:

Vessels Under construction:



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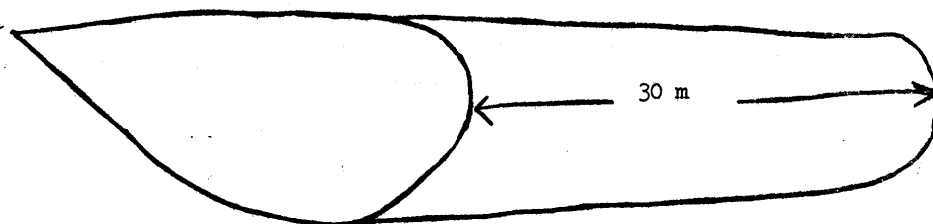
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Sketch No. 8:

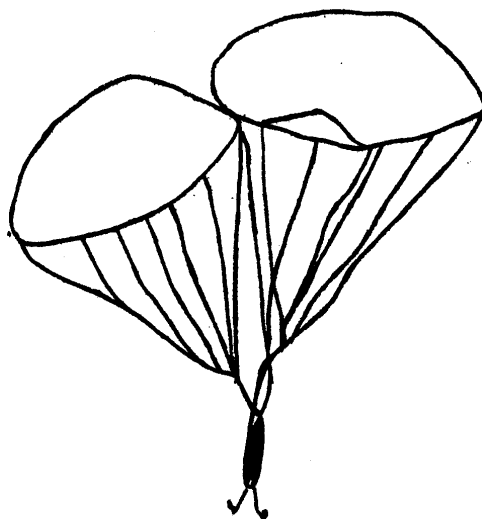
Containers on a quay at Solombala:



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Sketch No. 9:

Parachutist at Kegostrov Airfield:



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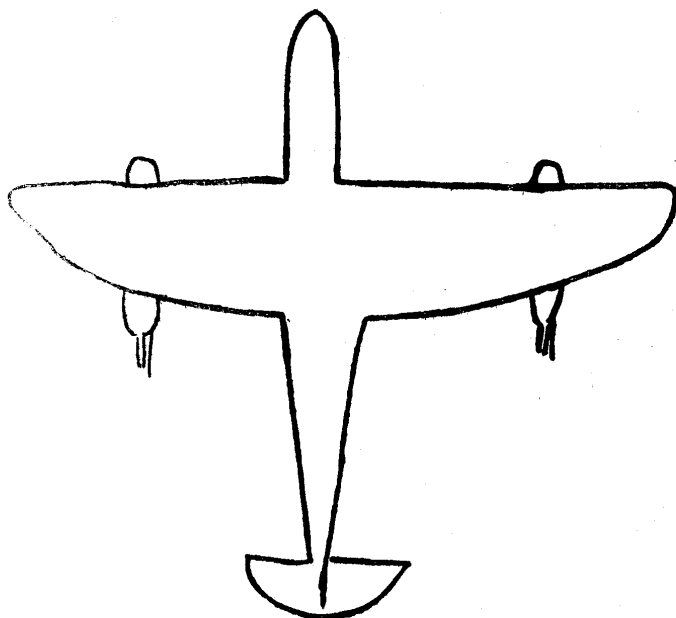
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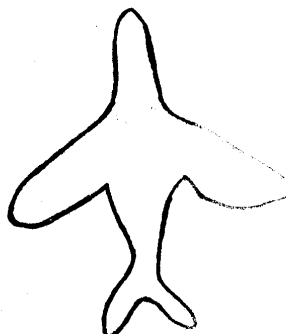
Sketch No. 10:

Jet Plane over Keg Island:



Sketch No. 11:

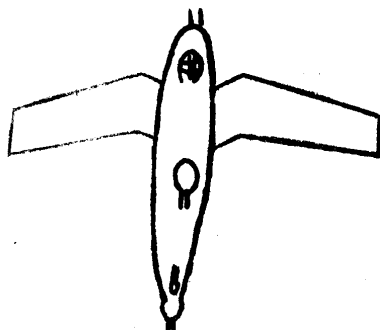
Jets over Arkhangelsk:



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Sketch No. 12:

Aircraft over Port Ekonomiya:



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